

# EVENING BULLETIN

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FRIDAY, FEB. 12, 1904.

There's every reason why Czar Nicholas should suggest that appeal to the Hague would have been much more satisfactory.

The Bulletin has made arrangements with San Francisco agents for special cable bulletins on important war news. As the importance of the news warrants, it will be given the public in extras or early editions.

Russia appears to be in mighty straits at the present writing, but Russia has a reputation for doing what Abraham Lincoln told Grant to do: "Hold on with a bull dog grip and chew and choke as much as possible."

War risk insurance on British and French vessels furnishes one of the most interesting developments of the speedy war times now on. It has been promised that the outbreak in the Orient will bring on a general war, and Russia's heavy losses so early in the game are suggestive of the war dogs being stirred up to a high pitch of vengeance.

Amid all the noise and the shouting it is well not to forget that poor old Sumner was robbed of \$50,000 by men he trusted.—Advertiser.

Here they are again. The associated assassins of reputation are not satisfied to allow a case now in court based to some extent on old man Sumner's estate to take the even tenor of its way. They must add their intrigues by influencing. Have they mentioned the case now in court? No. Is that what they are driving at? Everybody knows it is.

After the Iroquois fire a great hue and cry, well justified, was made in consequence of inability to obtain hacks and hearses for funerals on account of the teamster's strike then on. The responsibility for this unfortunate situation was placed principally upon the labor unions. It appears, however, that there was another side to the story. The strikers were ordered to work in spite of the previous action by the union. They were to work free of charge till the crisis caused by the fire was over. This proposition, it is claimed, was rejected by the livery owners as their association is said to have levied a fine on any member who would send out a union driver during the lockout or strike. Since associations have been formed to fight the unions it is apparent that the responsibility for radical action is not confined exclusively to the laboring men.

## THE ELECTRIC FRANCHISE.

The Congressional discussion of the Hawaiian Electric Company's franchise which has been published in detail by the Bulletin has proved interesting and instructive reading for the citizens of the Territory. Two particular points have been brought out in the remarks of the various Representatives. First, that the Territorial Legislature gave the electric company a very liberal franchise; second, the corporation laws and franchise restrictions in this Territory are very lax, gauged by present mainland sentiment. Points raised by Congressmen and calm deliberation have awakened some citizens to a realization of what a tremendously good thing was given the electric company by our last Legislature. There is no cause for criticism that the favors have fallen to this particular company. The question is merely whether any corporation of any character should be given such broad and uncontrolled power. Several Congressmen have noted the unbounded right the franchise gives to increase capital stock and manipulate without check.

There are other phases not mentioned in the Congressional discussion that have appealed to many citizens since the franchise was passed and the rush and worry of the Legislature is over. This is a franchise for the whole island of Oahu. It gives the corporation free cway in any and all parts of this island to sell electricity for lighting or power. At the present time there seems little prospect of possible operations outside Honolulu limits. Thirty years, however,—the life of the franchise,—offers a remarkably pleasant prospect for developing opportunities in electric lighting, power, and even transportation. Another vital matter to this city is that during this period of thirty years the company may maintain its wires above ground and none can force them below, whether the Territory or city-in-prospect builds conduits or not. What's more, the franchise does not

recognize the possibility of any form of municipal government. It is a foregone conclusion that Honolulu will eventually enjoy a municipal government and that before the franchise is many years old. There is every reason why a corporation of this character should be subject to the municipal authorities, not the city conducted subject to the pleasure of a corporation with an easy-going blanket franchise.

Retrospective review of the franchise passed by the Legislature inclines one to the opinion that the people were more interested in the antics of the Legislature when this measure was up for action than they were in sifting the details of what this franchise gave. The general sentiment then was and still is that this established company should be granted a franchise renewal. The unselfish favor awarded this renewal resulted in the company obtaining a beautifully rich plum. Even now there are many who feel that no harm will be done in leaving the corporation free in the exercise of its own free will. The controlling stockholders are regarded by such as public-spirited men and consequently no harm could come of their broad range of power. These people forget the impersonal character of a corporation. Control of this corporation has changed once. It is by no means improbable that it will do so again. The stockholders of today may be the less happy consumers of tomorrow. It is not impossible that a mainland "carpet-bagger", whom some local "Americana" despise so thoroughly, might buy the control of the company and reap his dividends in San Francisco or New York. Then the liberality of the franchise would be a live issue in this town with a vengeance.

This franchise needs amending and will doubtless be amended or killed by the private interests known to be working against it. The bill has furnished an example of the defects in the methods mapped out in the Organic Law for granting franchises. Our Legislatures are prone to be too liberal and Congress does not like the idea of having its time taken up with common council franchise work. The best suggestion yet made for dealing with this measure is that Congress pass a general franchise law for the Territory and then leave it to the people as to what they shall give under this law. Such a plan assures the Territory of a carefully drawn law containing the "modern" checks upon corporate power developed by the trust-busting campaign, and Congress need have no further bother. A modern corporation law, that is not all franchise and no law, would do this Territory a world of good, and future generations will rise up and call its framers blessed.

## ROUGH KONA COAST

The steamer Mauna Loa arrived from Kauai and Maui ports at 6:20 o'clock this morning with 7,000 bags H. A. Co. sugar, 127 bags taro, 58 bags awa, 40 boxes oranges, 21 bundles bananas, 17 sacks coffee, 17 pigs, 4 boxes chickens, 1 donkey and 115 packages sundries.

No sugar report could be had. Last report: Punaluu, 604 bags; Honouapo, none.

The purser reports as follows: On the outward trip we had smooth sea and clear weather to Kauai, which lasted during our stay there. While between Oahu and Molokai the weather was so clear that we could see Oahu, Molokai, Lanai, Maui, Hawaii and Kahoolawe all at once.

Honouapo mills are still grinding. Pahala is grinding steadily. Rains have been heavy in Kau since our last visit.

On our homeward trip after we had left Honouapo we ran into a southerly storm which lasted till we were between Hawaii and Maui on Thursday. We were delayed at Hookena waiting for a chance to land our freight, and succeeded in doing so after much difficulty. On account of terrific seas and strong winds we were unable to take on board coffee at Napooopoo. At Keaunohu we worked with difficulty. Reaching Kailua, it was impossible to make a landing and get back to the ship, so, after waiting, the steamer started for home.

We were in the midst of a heavy electric storm accompanied by frequent squalls from the southeast and southwest, and heavy rains which lasted all the afternoon. At Maalea we landed freight, passengers and mail. We landed mail and some freight at Lahaina and took on board passengers. It was too rough to land passengers. At Hoopuloa and Hookena we did our work in the usual way, landing and taking on board mails, freight and passengers without risk. At Napooopoo it was very rough, the waves at times breaking clear over the roof of the shed. It was raining all the time, so no coffee was taken on board, as the sugar in the hold would have been damaged if the hatches were opened.

About 500 bags of coffee are ready for shipment at Napooopoo. Keaunohu passengers and mails were landed and taken.

We expected to be able to work at Kailua, but the wind and sea increased to such violence that no boat could return to the ship if it reached the landing in safety. It rained so hard that the shore line was obscured. Dr. C. B. Cooper and Jared G. Smith, who left the steamer at Napooopoo to go overland and join at Kailua, were left. Several Porto Ricans and Japanese for Kailua were overboarded. At Maalea we had no difficulty in getting ashore, but it was hard work getting back to the ship.

At Lahaina a big sea was running, so a boat with the mail and some freight was sent in to take a look. It was forced ashore by the sea, and made a safe landing. The sea was increasing all the time, the wind changing from one point to the other. Four passengers ashore insisted on being taken on board. They were told that it was risky, but demanded to be taken on. The boat passed the breakers in safety and they reached the steamer dropped to the skin. It was deemed advisable not to send another boat in as the sea and wind were very high and it would be risky to take a chance.

The officers of the steamer report that a heavy electric storm was encountered after leaving Hoopuloa. On the way from that port to Hookena a Porto Rican woman in the steerage gave birth to a child. She suffered intensely, but, luckily, Dr. C. B. Cooper was on board and attended her. The rough weather compelled the steamer to lay off Hookena for seven hours, from 7 p. m. until 2 a. m. A strong wind was blowing, being at times as hot as a furnace and at other times extremely cold. Much lightning was seen but no thunder accompanied it.

When the steamer reached Napooopoo, at about 8 o'clock yesterday morning, the thunderstorm increased in fury. Forked lightning was seen to strike the ocean and the cliffs ashore and tremendous peals of thunder were heard. When the Mauna Loa reached Kailua tremendous seas kept flooding the poop both on the port and starboard sides. The waves were breaking over the wharf and landing was out of the question. One boat had already been damaged at Napooopoo, the surf-line breaking causing the boat to be washed on the rocks.

After leaving Kailua a severe rain-storm struck the vessel. The rain fell in sheets so densely that for four hours one could not see more than 150 yards ahead of the ship. Crossing the channel, the weather did not cause so much inconvenience as the sea was with the ship.

The passengers who boarded the Mauna Loa at Maalea reported that the Maui roads have suffered greatly from the rains. The road between Wailuku and Maalea was in a very bad state. The mail stage was capsized and the driver nearly drowned. As the telephone wires were down no definite information could be ascertained regarding what damage has been done by the storm on either Maui or Hawaii.

## FAMILY SKELETON STALKS IN COURT

Family secrets were mercilessly laid bare in Judge De Bolt's court room this morning in the hearing of the suit for divorce brought by Frank J. Turk, formerly identified with sailor-shorefront interests on the local waterfront against his wife, Estrella Turk, whose name has been associated with Police Court proceedings on occasions.

The hearing occupied all the morning and continues this afternoon. Turk accuses his wife of cruelty and other things.

While Turk was on the mainland his wife wrote him of her plan to conduct a lodging-house that was to be well. She did not call it a "lodging"-house in her letter to her husband. She speaks of police protection in an indefinite way and roasts several Honouapo people. Attorney Ball represents Turk. A. G. M. Robertson appears for Mrs. Turk.

Turk came into court leaning heavily on a stout cane. His foot is said to have suffered injury as the result of his wife shooting at him recently. Estrella Turk, wearing many jewels, accompanied by Miss Mabel Lyle, was present. Both Turks took the stand. The court room was crowded. Mrs. Turk testified, practically, that she had supported Turk. She talked freely of the "house" she had planned and spoke of the police breaking things up. Apparently the boasted protection did not pan out.

Fine Job Printing at the Bulletin Office.

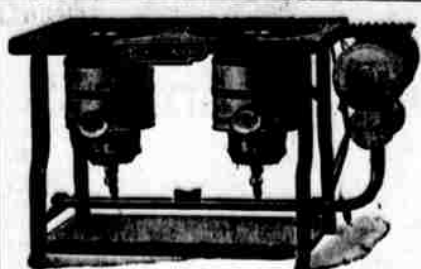
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## TWO MONTHS TO ELAPSE

(Continued from Page 1.)

coal from any ports along the route, with the exception of China, so that coaling during the major part of the trip will have to be taken from the transports taken along. The first stop will probably be made at Tangier and while Morocco is independent and under a Sultan, still it is thought the Russian fleet will pay no attention to this and go ahead with their coaling operations at the place mentioned.

Two stops could be made in the Red Sea and under the same circumstances. The next stop could be made at some port in China, the Russians telling the Chinese to "lump it" in case of objection.

In the meantime, Japan will have two months during which to carry on their maneuvers by sea and land and it is the opinion of army and navy experts in the city that she will be pretty fairly established when the big Russian fleet arrives and that she will be ready on every hand to throw hot shot into the Russians.

When a Bulletin reporter called in at the Navy Station this morning, a group of Army and Navy men were talking together and what follows are the points gleaned from the conversation. The Japanese will unquestionably make every effort to capture Port Arthur and entrench themselves strongly. They will also make as much of an effort to capture Nuchwang, far up in the Gulf of Liaotung. This is as much of a Russian city as St. Petersburg, being completely in the hands of the subjects of the Czar. With these two places under their control, the Russians would be completely shut off

from a base of communication on the Asiatic side and the Japanese would have the situation in their own hands. This is undoubtedly the intention of the Japanese. Once in charge of the two places named and, hence, the railway, they would be invincible.

The attack of the Russian ships on Hakodate is not credited and it is believed that the dispatch giving this news will turn out to be a fake. The reasons for disbelief are to be found in the nature of the place itself.

Hakodate is one of the two southernmost ports on the most northern island of Yezo, on the Tsururu or Sangar Strait, and it is also one of the most heavily fortified places. A hill rises directly from the city and this rises bristling with fortifications so that any vessel or vessels advancing to the attack could not only be seen a great distance off but a plunging fire could be sent down with such accuracy that it would be impossible to go very far without disaster. The Russians would suffer from the disadvantage of having to fire up hill. The batteries are all hidden in a most clever manner, this fact constituting an additional disadvantage.

The loss of the three Japanese torpedo boats is looked upon as something to be expected and is, so far as the results of the recent naval battle are concerned, like dropping a nickel into the slot of the Havana lottery and pulling out a hundred thousand dollars. The price paid for the victory of the Japanese was so small as to be almost out of the calculation.

The main battle will be fought up in the northern part of Korea. The Japanese will land at Chemulpo, march on Seoul and then take the road for the northern border, where they will unquestionably be met by the Russians. It will be one of the bloodiest battles in history on account of the nature of the two warring nations, neither of which values life very highly when fighting for home and country.

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## A BIG WHIRLWIND KNOCKS TREES DOWN

AT PEARL CITY

Honolulu has been waxing cynical and sarcastic over the weather of the past few days and complaints have come from all sides but the people of the city now have something with which to console themselves, for the storm in its journey across the island early Wednesday morning, halted for a while at Pearl City and the Peninsula and gave the residents there a taste of perhaps the worst side of its nature.

Pearl City and the Peninsula were the hardest hit and this morning, the place looks as if a devastating cyclone had struck with all its force. From accounts received, the storm was really a cyclone in miniature. Residents who arrived in the morning train state that the blowy part of the storm took on somewhat the nature of a whirlwind. The rain portion was another consideration. Trees were blown down, broken and cast about in a very careless manner. One of the largest fell across the dining room at the home of E. C. Smith, the agent for Henry Waterhouse, at Pearl City, and smashed it in, causing havoc in the household and frightening greatly the people in the house at the time.

Still another tree fell and smashed the kitchen at the home of Deputy Sheriff Jack Fernandez. The storm seemed to have a special penchant for dining rooms and kitchens.

A tree at the railway station fell across a Chinese store near by and did damage there.

The wind came whistling across the harbor at about 4 o'clock in the morning and the waves as they washed the shore, sending up tremendous volumes of water, awakened the people whose cottages line the beach.

The yacht La Paloma parted her moorings and went scurrying across the waters like some wild thing, finally piling up on Banning's Point. C. W. Macfarlane, who was awakened by the whistling of the wind and noise of the waves as they broke over the pier in front of his house, started out in pursuit later on when the storm had abated somewhat, and got his yacht off, finding, much to his delight, that no damage had been done.

The Dewey, the yacht of Vice Commodore Picker, broke loose from her moorings and Macfarlane also took after her, getting aboard in time to drop an anchor in a place where it would stick fast and hold the boat.

During the wild cavortings of the water, impelled by a wind that seemed to blow from no particular quarter for more than a few seconds, the Mary L. and Hawaii fouled.

E. A. Mott-Smith's boat had a hole smashed in her side and Dow's boat, the Abbie M., was landed high and dry on Banning's Point. It seems doubtful if this yacht can be gotten off.

Nearly every tree on the grounds of the Hawaii Yacht Club pavilion at the Peninsula was blown down and hundreds of trees all over the Peninsula and at Pearl City have measured their length on the ground, impelled by the upper-part of the storm. The only consolation is that firewood should be cheap down in that direction for some months to come.

## TWO HUNDRED MEN TO GET INFORMATION

Recent cablegrams from the seat of war in the Orient saying that bridges on the Manchurian railroad had been blown up by secret agents of Japan, brings to light the fact that there has been another but very distinct body of Japanese spies at work in Korea.

About 200 men left Japan two years ago for Korea, where they intended to engage in mercantile pursuits. At that time these men had no idea of doing anything else but attending strictly to business, yet they saw that sooner or later Japan and Russia would lock horns over Korea, and, being men who had all completed the first service in the Japanese army, and having the interests of their mother country at heart, they formed themselves into a secret society and set about to inspect the forts in Korea and to draw maps and gather data concerning the physical nature of the whole country.

This body of men paid their own expenses and worked on their own accord without the advice or consent of Japan. When the proper time came this information which they had gathered was all forwarded to the proper officials at Tokio and today this self-made information is an immense help to Japan as she is using it to her great advantage in the present conflict.

THE COURTS TO THE FRONT, or THE JUST JUDGE IN DISGUISE, will be set forth in tomorrow's COLORED SUPPLEMENT OF THE BULLETIN.

They say that no news is good news; but the man who is trying to get out a paper doesn't believe it. Jaglies: Why did you refer to that wedding as a necktie? Jaglies: The young couple were joined by a matrimonial yoke.

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